THE WAR PICTORIAL

MARCH 1918

BRITAIN'S WAR AIMS.

MR. LLOYD GEORGE, the British Prime Minister, after consultation with the leaders of labour, the representatives of the self-governing dominions of the British Empire, Mr. Asquith and Lord Grey, defined on January 5, 1918, the War-aims of Great Britain.

The chief declarations made by the Prime Minister are summarised as follows:—

WHAT BRITAIN IS NOT FIGHTING FOR—

We are not fighting a war of aggression against the German people.

The destruction or disruption of Germany or the German people has never been a war-aim with us from the first day of this war to this day. Nor are we fighting to destroy Austria-Hungary, or to deprive Turkey of its capital, or of the rich and renowned lands of Asia Minor and Thrace, which are predominantly Turkish in race.

WHAT BRITAIN IS FIGHTING FOR—

1. EUROPE. Complete restoration—political, territorial, and economic—of the independence of Belgium, and such reparation as can be made for the devastation of its towns and provinces.

Restoration of Serbia, Montenegro, and the occupied parts of France, Italy, and Roumania.

Complete withdrawal of the alien armies and reparation for injustice done, a fundamental condition of permanent peace.

To stand with the French democracy to the death in their demand for a reconsideration of the great wrong of 1871, when, without regard to the wishes of the population, two French provinces were torn from the side of France and incorporated in the German Empire.

An independent Poland, comprising all those genuinely Polish elements who desire to form part of it, an urgent necessity for the stability of Western Europe.

Genuine self-government on true democratic principles to those Austro-Hungarian nationalities who have long desired it.

Satisfaction of the legitimate claims of the Italians for union with those of their own race and tongue.

Justice to men of Roumanian blood and speech in their legitimate aspirations.

2. ASIA and AFRICA. The passage between the Mediterranean and the Black Sea to be internationalised and neutralised.

Arabia, Armenia, Mesopotamia, Syria and Palestine to be given recognition of their separate national conditions.

The German Colonies to be held at the disposal of a Conference whose decision must have primary regard to the wishes and interests of the native inhabitants of such Colonies.

3. GENERAL. Reparation for injuries done in violation of international law, especially as regards our seamen.

The establishment by some international organisation of an alternative to war as a means of settling international disputes.

4. THE BASES OF A LASTING PEACE. Sanctity of treaties to be re-established.

A territorial settlement to be secured, based on the right of self-determination or the consent of the governed.

The creation of some international organisation to limit the burden of armaments and diminish the probability of war.

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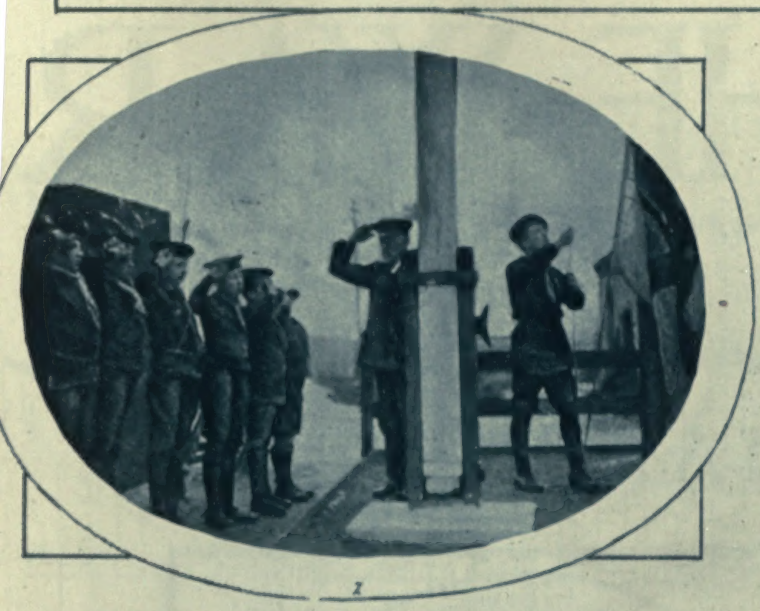
British Boys Doing Men's Wo



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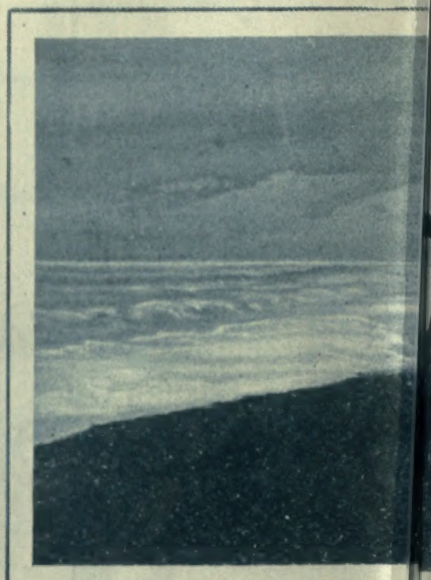

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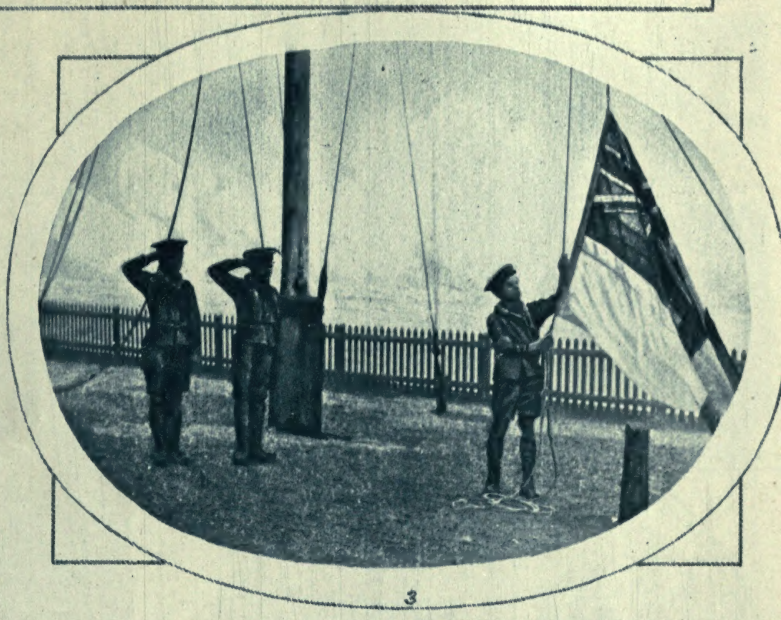
The Sea-Scouts are a branch of the Boy Scouts movement, the world-wide organisation founded by Lieut.-General S. R. Baden-Powell. The purpose of this organisation is to instil good citizenship into the rising generation. The Sea-Scouts are forming very useful war-work as coast-watchers, and are stationed at various places round the coast. The photographs (1) and (3) Saluting the ensign. The ensign is hoisted at 8 o'clock in the morning, and hauled down at sunset. During this

Scouts as Coast-Watchers.



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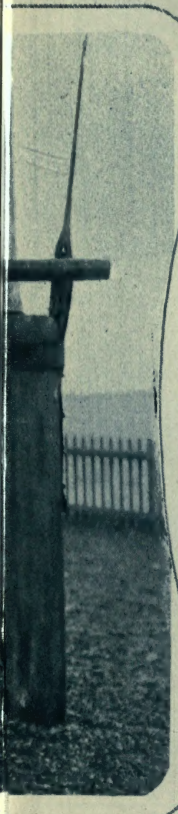

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g the Scouts of the local patrol fall in at the salute; (2) A beach patrol looking out for wreckage; (4) A Scout reporting a passin
to the Station Officer; (5) and (7) Salving a washed-up buoy. It is part of the Sea-Scout's duty to salve any wreckage; (6) Observing
ing vessel. This boy, though only 15 years old, was in temporary command of the station during the absence of the Officer-in-
e; (8) Receiving a confidential message from a flag-station by telephone, an important item of the Scout's work.

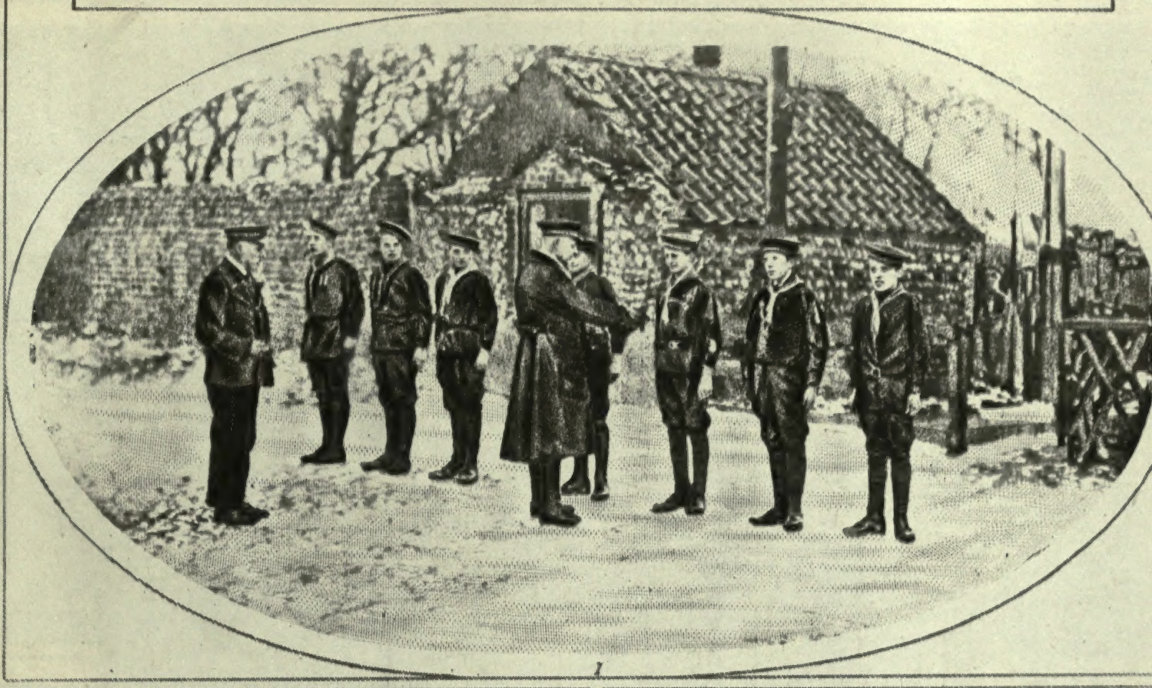
British Sea-Scouts at Work on the Coast.

4

5

Scouts' duties are many and varied. Everything is done to make the system of coast-watching as perfect as possible. The discipline trol is very strict, and the boys have to "rough it" in every kind of weather: (1) A Scout acting as typist for a coast-watching officer; out cross-examining our photographer. Cameras are forbidden on the coast, except by special permit; (3) A Sea-Scout who acts as driver ivisional Coast-Watching Commander's car; (4) Taking a message from a destroyer by semaphore code; (5) Firing a rocket-signal to warn a local lifeboat crew of a vessel in distress.

British Sea-Scouts at Work on the Coast.



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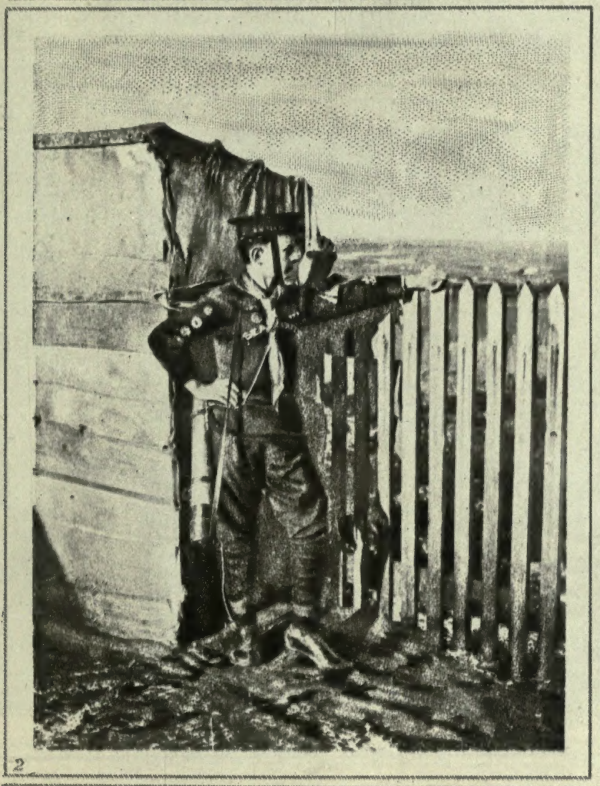

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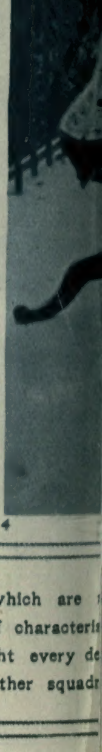
Every Sea-Scout patrol keeps a log-book in which is recorded a description of every vessel that passes during the day, and any particulars worthy of notice connected with the daily routine, such as the discovery of wreckage on the beach. The boys are all taught semaphore signalling and the Morse code. Many of them are competent typists and telegraph-operators. The photographs show: (1) The Divisional Coast-Watching Commander inspecting a station patrol; (2) A Scout on watch outside his shelter; (3) Identifying a passing vessel.



Since the outbreak of war, a large number of Naval Training Schools have been established at certain ports which are
naval bases. The pupils are young naval recruits, who receive a training of which thoroughness is the chief characteris
It begins with the rudiments of seaman's work, such as learning how to knot and splice; and the boys are taught every de
of the duties required of men-o'-warsmen. In this way, a steady flow of recruits for the Grand Fleet and other squadr

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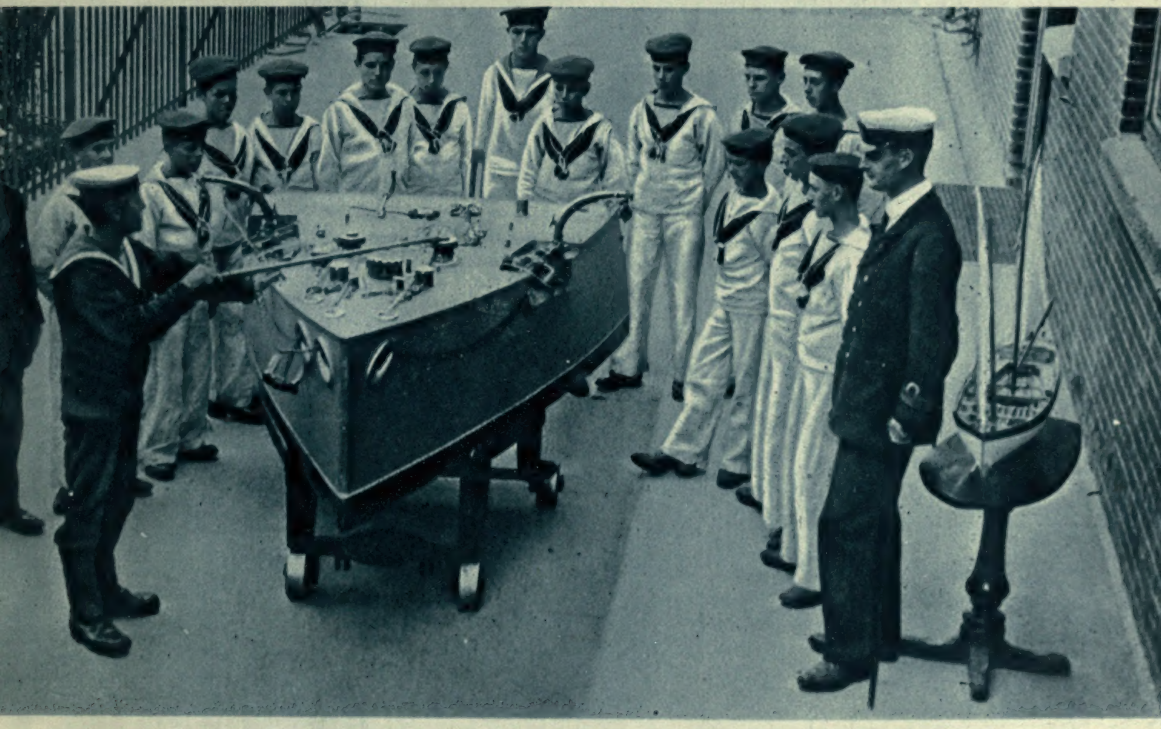
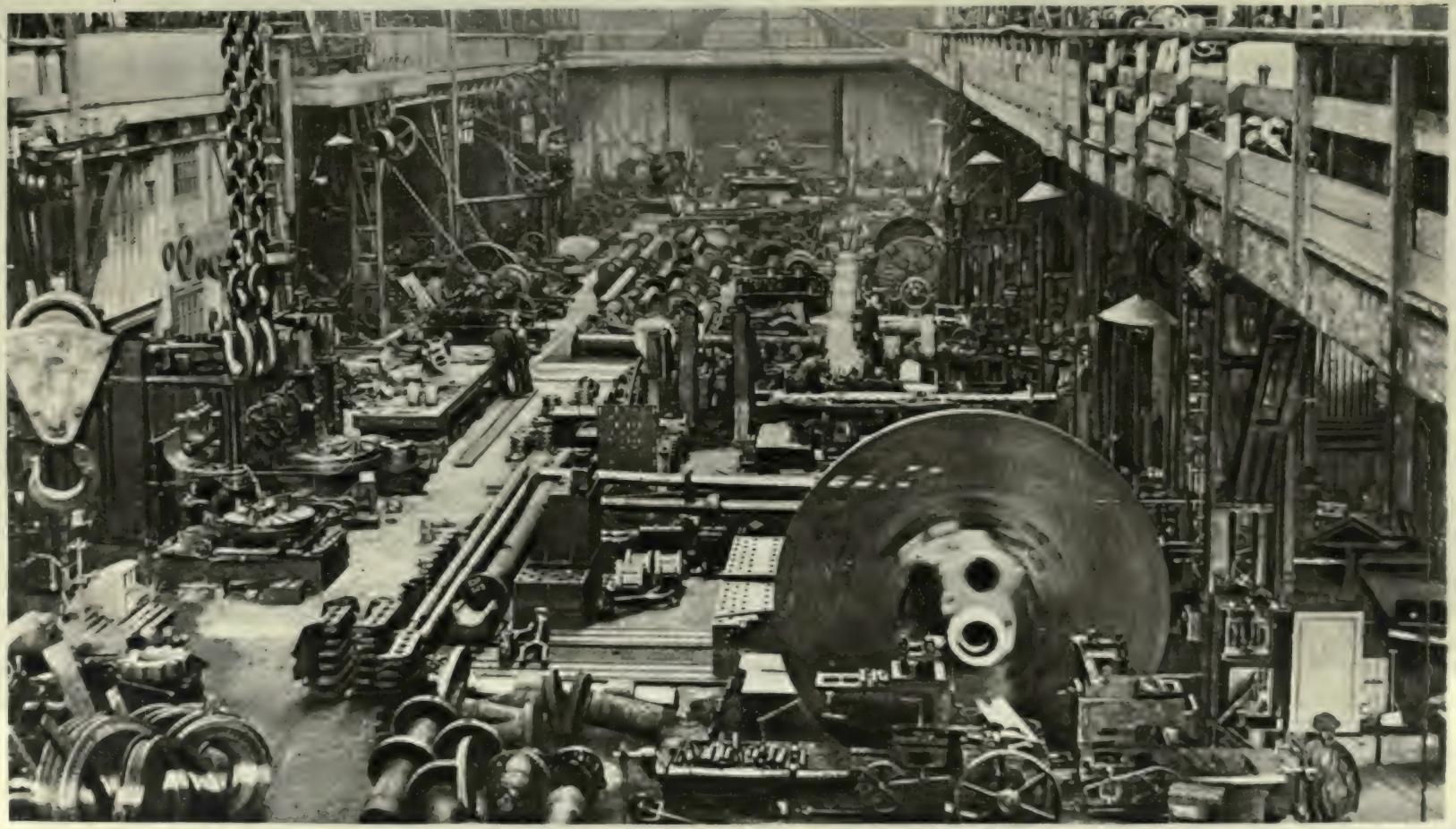


aintained. The photographs show: (1) A sailor-boy class undergoing instruction in gunnery with quick-firers; (2) A class ng a lesson in knots and splices in a completely equipped class-room; (3) Lads of an out-of-doors class filling sand-bags, as a landing-party would want; (4) An advanced class being shown practically the mechanics of weighing and letting-go or on board, by means of a working model.

The Clyde is one of Britain's great shipbuilding centres, and, under war conditions, the whole district has become one great hive of industry. Every kind of vessel which the needs of war demand can be seen on the slips. Standard ships, mine-sweepers, cargo-vessels, oil-tankers, paddle-steamers, munition barges, torpedo-destroyers, and submarines, all are in process of construction. A feature of the yards is the gigantic overhead travelling-cranes. The photograph, taken from the top of one of these cranes, shows a Clyde shipyard by the riverside, with two enormous cranes in the foreground.

A Typical Workshop in One of the Clyde Yards.



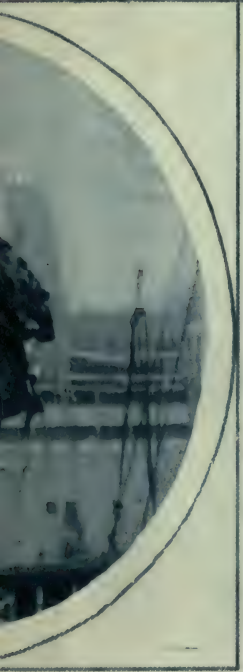
The proximity of the Clyde Estuary to the great coal and iron areas of Scotland is responsible for its

machine shops, iron-builders' shops, joiners' shops, spar sheds, and the smithies—all have their place in

The Failure of the U-Boat Campaign: Suppl

When, in February 1917, Germany had declared her "unrestricted" submarine war against the merchant shipping of all natio belligerent and neutral alike, Admiral von Tirpitz assured his fellow-countrymen that within three months Great Britain wou be brought to her knees. More than a year has passed, however, and, although the activities of the German U-boats still constit a serious problem for the Allies, the failure of the campaign is evident, and supplies of all kinds continue to arrive in enormous qua

all Kinds Arriving at British Docks.



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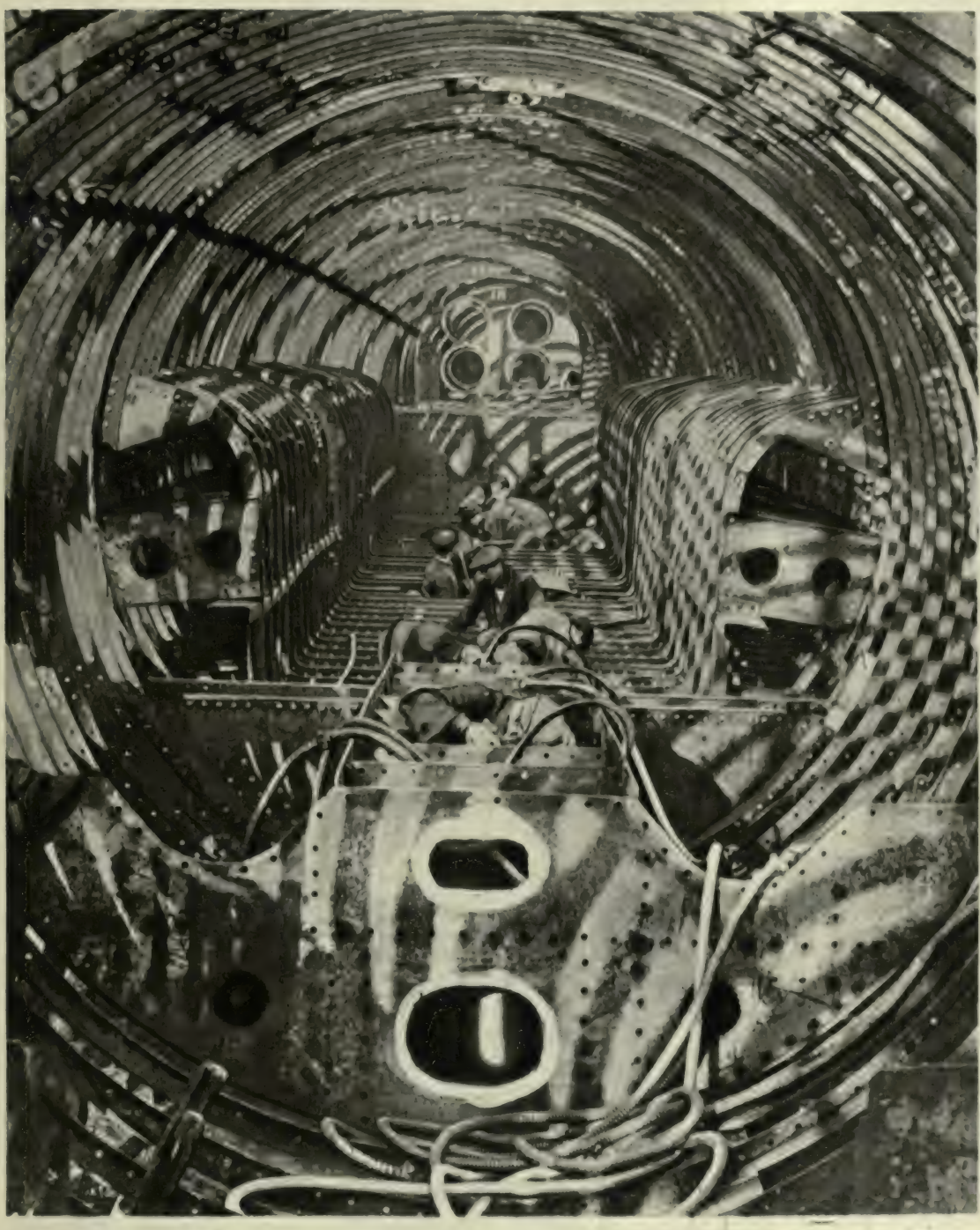
at British ports. One granary alone has a capacity for 20,000 tons of grain, while another, capable of storing some 40,000 tons, der construction. The grain is hauled out of the ships by pneumatic elevators at the rate of 300 tons an hour, and is then dis- ted and packed into sacks. The photographs show: (1) Wool and (2) Cotton being unloaded at the docks; (3) Unloading and ing timber; (4) Grain stored in a shed; (5) Flour in sacks awaiting removal.

Destroyers under Construction for the British Navy.

The various classes of torpedo-boat-destroyers belong to what is called the mosquito fleet. Their duty is, primarily, to protect battle-ships and cruisers against the attacks of enemy submarines, to act as convoy for transports, and to fight the enemy whenever and wherever opportunity offers. Driven by engines of from 25,000 to 27,000 horse-power, they can attain a speed of 40 miles an hour. Their displacement is about 1200 tons. The photographs show: (1) Dockyard men at work on the stern of a destroyer; (2) Building destroyer engines at Newcastle.

The Interior of a British Submarine.



British submarines have not earned the unenviable notoriety of the German underseas craft; but in the legitimate operations of naval warfare they have proved of incalculable service. They are able to submerge in from 30 seconds to 2 minutes, and can remain at the bottom of the sea for 48 hours at a time. They can travel 100 miles under water without rising to the surface. In view of the enormous pressure to which they are subjected far below the surface, their construction is characterised by great strength. The illustration shows the interior of a British submarine in course of construction.

A British Naval Anti-Aircraft Gun in Action.

The task of the man behind the anti-aircraft gun is no easy one, as the hostile machines fly at a great height, and afford the gunner but a minute and rapidly moving target. Both on land and sea, however, British anti-aircraft gunnery has attained a very high degree of excellence, to which the enemy, in his official communiqués, has repeatedly borne witness. The guns used for this particular work are mounted on pivots, and have a very wide angle of elevation. The three photographs above show an anti-aircraft gun in action on board a British battle-ship.

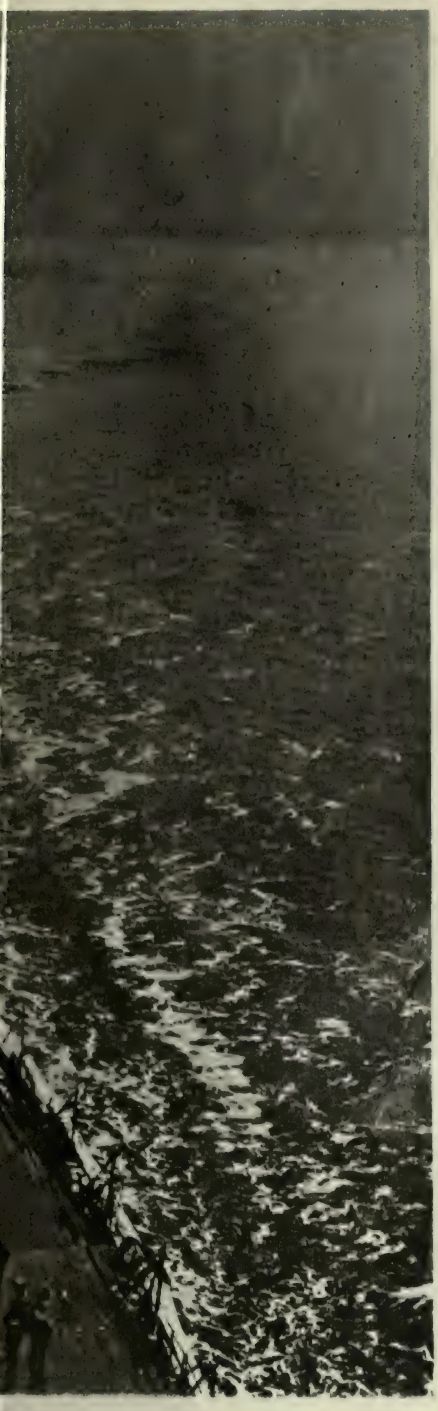
A British Mine-Sweeper Returning with its Spoil.

Germany's complete disregard of the dictates of humanity and the recognised conventions of war has been well illustrated by her system of indiscriminate mine-sowing. Her disguised mining vessels took advantage of the immunity enjoyed by neutral ships to traverse the trade routes and scatter wanton death in their wake. To cope with this inhuman practice, England has greatly expanded her auxiliary naval forces. Over 3300 vessels are now employed as mine-sweepers and patrol-ships; at the outbreak of war there were only 12. The picture shows a war-service trawler bringing in its "catch," slung out-board at the boom-end.

The Anchor of the Allied Caus

Since the outbreak of war, the British Navy has transported 13,000,000 men, 2,000,000 horses, 25,000,000 tons of explosives
supplies, 51,000,000 tons of coal and oil-fuel for the use of the Fleet and the Army, and to meet the needs of the Allies, and 130,00
tons of food and other materials. German shipping has been swept from the seas, the German Battle Fleet has been confined
harbours, and Germany herself has been gripped in the relentless cordon of the blockade. Mr. Lloyd George did not exagg

e British Grand Fleet at Sea.



ed in his recent speech, that the British Navy had been the anchor of the Allied cause. The first and third photographs show two views, looking down from the mast-head, of the upper-deck of a large four-funnelled British armoured-cruiser adnought type. The centre photograph shows a squadron of British Dreadnoughts on patrol in line-ahead battle-

l announcement of the work in England of Admiral Benson, of the American War Mission to the Western Allies, says: "Admiral Benson ff have been in frequent conference with the First Lord, and with the chief members of the Naval Staff. He has also visited the Com-Chief of the Grand Fleet on board his flag-ship, and our principal naval bases. Very great benefit has been derived from these meetings, the interchange of ideas and views, the co-operation of the American and British Navies is made more complete." The photograph shows Admiral Benson, U.S.N., on the quarter-deck of the flag-ship of the Grand Fleet.

British Gun Crews at Work and at Rest.

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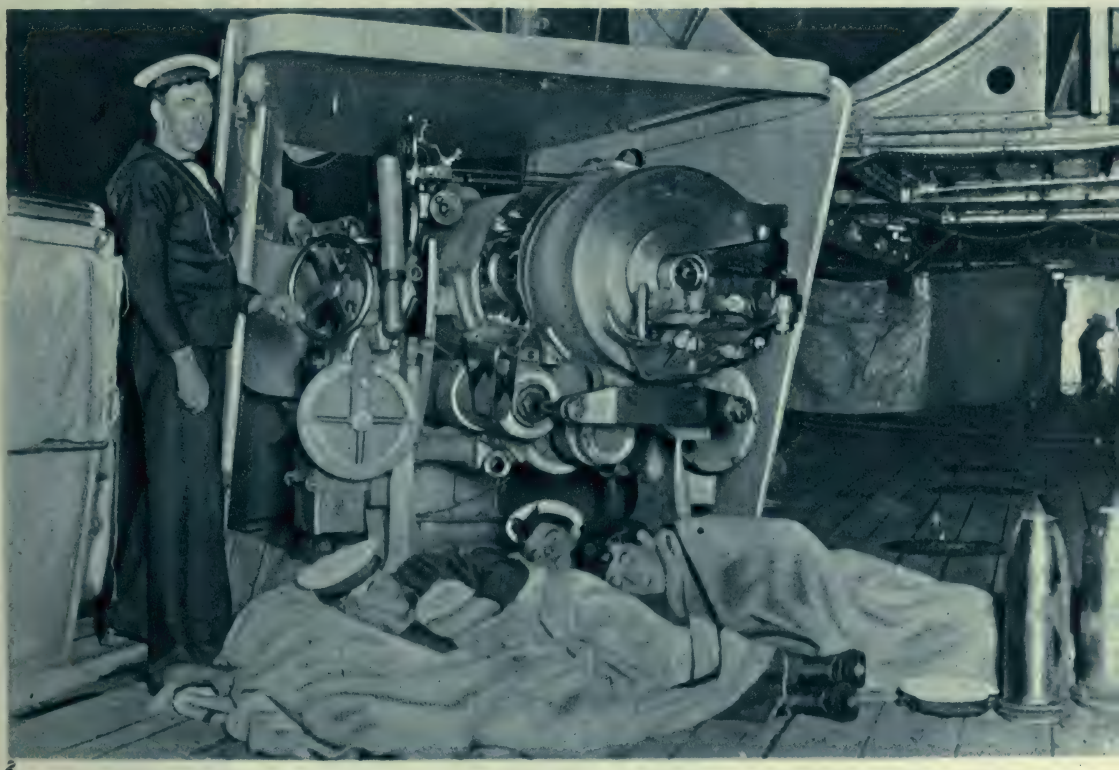

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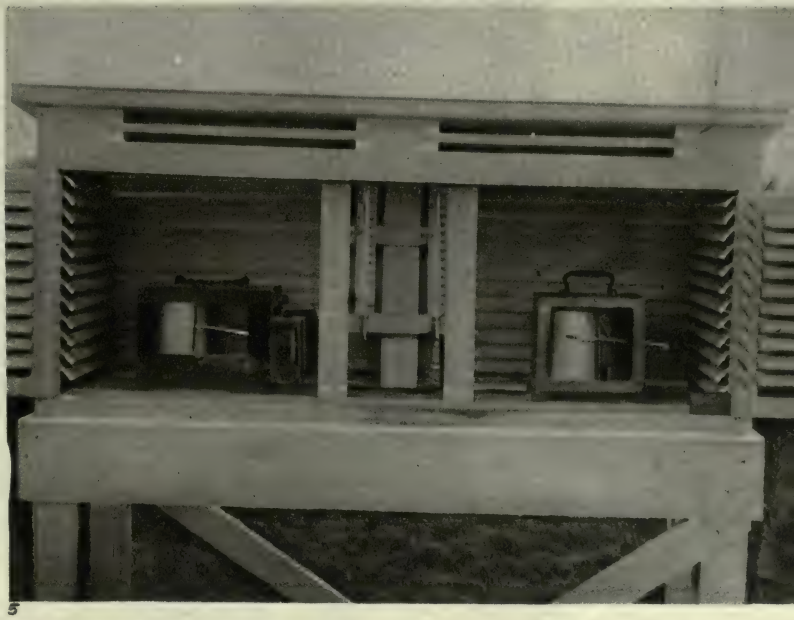
In the Napoleonic era, the ships opened fire with guns at a range of about 800 yards; the ships of to-day open fire at 22,000 yards' range, and gun-fire begins to be very effective at 18,000 yards. Among the various naval guns now in use, the 6-inch quick-firer takes an important place on account of its long range, and the rapidity with which it can be loaded and fired. The photographs show: (1) The British monitors' long-range gun: A typical 6-inch quick-firer; (2) Sleeping by the guns at night on board a British cruiser in war-time.

Forecasting Weather for Purposes of the War

The Royal Naval Air Service has a special department with fully equipped stations, allocated to meteorological observation, and the forecasting of weather conditions. This department supplies Army Headquarters with meteorological information in respect of any particular area where offensive operations are under consideration, and issues intimations of weather conditions prevalent over a wide area for aircraft work, such as bombing-raids and long-distance reconnaissance. Every kind of scientific instrument used for meteorological observation is employed at these Royal

Naval Air Service Meteorological Observatory.



Air Service stations. The photographs show: (1) A British observatory building, with some of the staff about ke air-current tests; (2) Recording appliances, indicators, gauges, etc., in one of the observatories; (3) A lightning r, which is capable of giving warning of thunderstorms 200 miles away; (4) Pilot-ballooning; an observation to in the direction and velocity of the wind 30,000 feet up; (5) A Stevenson "screen"; an indicating and recording nent employed out of doors.

Kultur at Sea: The Sinking of the "Rewa."

doing of the British hospital-ship "Rewa" on a bitterly cold night in January was one of the most unpardonable outrages committed rman Navy. The "Rewa" was making her way home, outside the so-called "zone" proscribed by the Germans, and was displaying nts and markings required by the Hague Conventions. A Spanish officer had travelled on board as far as Gibraltar, which was the last ll, as a guarantee against any breach of the Red Cross regulations. The photographs show the "Rewa" and some of the rescued patients—principally wounded soldiers from Salonika.

The Trail of Kultur on the Western front.

1

2

"Our belief is that the salvation of the whole Kultur of Europe depends upon the victory which German militarism is about to achieve," declared some 3500 German professors and lecturers in a manifesto issued in the early days of the war. As if the world were not yet fully familiar with the true character of German Kultur, the German Armies appear determined to continue in their contemptuous disregard of the elementary decencies of civilised warfare. The photographs show: (1) Some stolen vestments, found in a captured German dug-out; (2) A grave opened and desecrated by German troops.

The Mark of the Vandal: Ruin Wrought

2

German guns have reduced the glorious architecture of Ypres to mere stumps of crumbled masonry, rising here and there amid heaps of rubbish. To-day, still shelled by an enemy who even now does not let its dust alone, it is no more than the corpse of a murdered city. The first three photographs show: (1) The once-magnificent Cloth Hall of Ypres as it is to-day; (2) A panoramic view of Ypres; (3) A Canadian soldier looking at the ruins of Ypres Cathedral, through a

the Germans at Ypres and Ham.

3

hole in the Cloth Hall. The fourth illustration shows the great mine-crater on the spot where, before the war, there stood amous Castle of Ham. As at Coucy, the Germans, on being compelled to abandon the township, with wanton vandalism oyed this historic building—for six years the place of imprisonment of Louis Napoleon, afterwards Napoleon III. The ing-up of the mine was one of the great explosions on the Western Front.

Fixing Bombs on Board a French Aeroplane.

The above photographs, illustrating four stages in the fixing of a bomb on board a French bomb-dropping aeroplane, show: (1) Adjusting the rear-end of the tail-vanes into the circular aperture of the tube at the bottom of the "nacelle"; (2) Fitting the tail-vanes into position for sliding the bomb upwards into the tube; (3) Inserting the tail-vanes so as to pass smoothly up the tube to the length of the cylindrical bomb-chamber; (4) The bomb lodged in position on board; setting the mechanism of a detonator in readiness to act on contact.

Bombs in flight: Photographed from a French Aeroplane.

This remarkable illustration is an enlargement of a photograph taken from a French aeroplane a fraction of a second after seven bombs had been launched from it in succession. The bombs were of the fish-tailed type, as is clearly visible in the case of the two on the right. A third is seen on the left, and the other four are visible near the top of the photograph. The objective was a German munition factory in Lorraine, the buildings of which are seen below. The speed of the aeroplane gave the bombs an oblique trajectory, and all were timed to drop on the factory.

An American Ambulance-Train Built in Britain.

In the organisation of her military effort, America has at her command not only her native fertility of resources, but the fund of experience which has been accumulated by the Allies during the last 3½ years. It is her proud boast that her Army will be the best-equipped in the world; and, as has been shown by photographs in previous issues, she has devoted special care to the organisation of her medical services. The photographs on this page show an ambulance-train which has been built by the Midland Railway for the American Government.

The United States' Phenomenal Shipbuilding Programme.

1

2

The production of ship tonnage by the United States for 1918 is estimated at 4½ million tons. There are 118 shipyards in the country, 51 of which are engaged in the construction of steel ships; 716 shipways have been built and keels laid on them; 380,000 shipyard workers are being enrolled. The photographs show: (1) Laying the first keel of the fleet of 5000-ton steel freighters; (2) Mr. John Hunter, an inspector of the United States' Shipping Board, driving the first rivet which started the race in building the fleet of 5000-ton steel freighters.

The British Entry into Jerusalem: An Event

The photographs on these pages, although they illustrate an event which happened some months ago, are of such historic interest that they demand a place in any pictorial record of the war. With General Allenby's entry into Jerusalem on December 9, 1917, [illegible] centuries of Ottoman domination came to an end, and the city—sacred alike to Christian, Moslem, and Jew—was liberated, without a British shell being directed against its walls, or so much as a stone being scratched. General Allenby entered on foot, with [illegible]

of the French detachment on his right, and the Commander of the Italian detachment on his left. Following him were French, and American Military Attachés, and a few Members of the General Staff (Photograph No. 1). The Proclamation, otection for the sacred places, was then read at the base of the Tower of David (Photograph No. 2), after which General eived the City notabilities in the Barrack Square (Photograph No. 3).

Death-Traps Set by the Turks in Palestine.

By leaving behind them various deadly "booby traps," the Turks in Palestine have endeavoured to wreak their vengeance on the British troops whom they were unable to withstand in the field. The photographs show: (1) Some trucks which were left standing in an abandoned railway station, and which were found to be mined in such a way that the opening of any one of the doors would have blown up the whole train, and the station as well; (2) A table spread to invite the unwary campaigner. Had the invitation been accepted, the guests would have been blown sky-high.

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